

THE CANAL CENTENNIAL
Story of the country's
great inland waterways,
whose hundredth birthday
is about to be celebrated.
SEE THE SUNDAY WORLD.

The SUNDAY WORLD.

BILL NYE AND THE HAIR.
The curled darling of
literature accepts the Pres-
idency of a hair-regenerat-
ing company.
SEE THE SUNDAY WORLD.

PRICE ONE CENT. NEW YORK, SATURDAY, JULY 2, 1892. PRICE ONE CENT.

DON'T FAIL TO BUY THE SUNDAY WORLD TO-MORROW.

EXTRA.
2 O'CLOCK.
ON THE ROCKS.

The Inman Liner City of Chicago
Still Fast on Old Kinsale Head.

Her Passengers Were Safely
Landed at Midnight.

The Ship Lies in a Dangerous Position
and May Be Lost.

She May Slip Off the Rocks and
Sink at Once.

(SPECIAL CABLE TO THE EVENING WORLD.)

LONDON, July 2.—The Inman liner steamship City of Chicago, which ran hard and fast on Old Kinsale Head last night about 9.30 o'clock, is still there, and the outlook for getting her off is not the brightest just now.

The agents of the company say that the passengers will be forwarded to Liverpool from Queenstown by rail and channel steamer from Dublin.

This morning all the cabin passengers of the wrecked vessel were transferred from Kinsale to Queenstown in jaunting-cars and carriages, and can take trains for Dublin at their convenience.

How the officers of the City of Chicago came to run the ship ashore on one of the most dangerous, but best known headlands on the Irish coast, even in a fog, is a puzzle to the company and will be investigated when Capt. Redford reaches England.

The despatches from the scene of the wreck speak in high terms of the calmness of the passengers under the trying ordeal of landing on a rocky coast at midnight in small boats, especially the ladies.

None of the passengers suffered anything worse than the inconvenience of a night in the Signal Station on the head, where as many as it could hold were taken, or in the houses of the peasantry of the neighborhood.

A considerable number of the passengers procured conveyances and proceeded to the town of Kinsale, nine miles distant, without waiting for daylight.

The latest reports from the stranded vessel show that she is seriously damaged and may require to be kept free by powerful pumps when an effort is made to pull her off. Should she be pulled off in her present condition she might sink.

The weather is moderate and the swell small. If the sea rises, however, before she is pulled off, she will probably roll her bottom out on the sharp rocks.

(BY ASSOCIATED PRESS.)
QUEENSTOWN, July 2, 8 A. M.—The Inman liner steamship City of Chicago, Capt. Redford, from New York, which was ashore last evening on the Old Head of Kinsale, remains fast. Three tugs are lying close by her ready to render any assistance in their power, but as yet they have been called upon to make no attempt to haul her off. When it was found last night that there was no probability of the steamer being got afloat, the boatswain tipped the boats' crews to quarters and the passengers were told they would have to abandon the ship.

There was absolutely no panic on board. The sea was comparatively smooth and the passengers entered the boats without hesitation. They all reached shore in safety. The ladies on board behaved with the greatest composure throughout. They were the first to be ashore. Sixty of the passengers on landing were given temporary shelter at Lloyd's Signal Station.

The rocks set up by the City of Chicago conveyed the intelligence to the people living in the vicinity that a wreck had occurred, and in a short time about one hundred peasants gathered upon the high cliff looking down upon the scene of the wreck.

The members of the coast guard arrived shortly afterward, and they procured power hoists which they lowered down the face of the cliff. The ladies below then ascended the hoist by means of these ladders. The men were hauled up with ropes by the peasants and the coast guards.

No accident happened except to a six-year-old boy, who fell forty feet from a rock. Most fortunate for him, he was seen by the sailors of the City of Chicago standing below, and they rushed and caught him before he reached the ground. The boy was quite badly shaken up, but no bones were broken and no ill results are expected to follow his accident.

When all hands had reached the top of the cliff they were supplied with heavy coats by the peasants and others to protect them from the damp, penetrating fog. Jaunting-cars were then sent for, and on them a majority of the passengers traveling from the town of Kinsale, a distance of twelve miles from the scene of the wreck.

As soon as the news of the accident reached Queenstown, tenders were despatched to the stranded steamer to take off the mails and the passengers' baggage. They would also have taken off the passengers had they arrived in time, but the fog was so thick that they had to feel their way down the coast, and when they got to the City of Chicago the passengers had gone ashore.

The derricks were rigged when the tenders arrived, and the passengers' baggage was hauled up from the hold and placed on them. The mail sacks, of which there were quite a number on board, were also transferred to the tenders.

Capt. Redford had in the meantime decided that his ship would have to be lightened, and consequently as much of the cargo as could be put aboard the tenders was transhipped. While this work was being done the fog lifted and when the tenders were loaded they returned to Queenstown.

The passengers speak in the highest terms of the behavior of Capt. Redford and all the officers and crew of the steamer.

It has been learned that after the City of Chicago left New York everything went well until Fastnet Light, which is on a rocky island four miles southwest of Cape Clear, was made. Then a fog set in. This afterwards lifted for a time, but quickly settled again. Nothing happened until the vessel struck. After she struck she rebounded slightly and there remained fast, with her bow fixed in a rocky cove. The engines were at once reversed at full speed, but it was found impossible to get her off.

LITTLE HOPE OF SAVING THE SHIP.
Mr. John T. Kavanagh, the Purser of the City of Chicago, has arrived at Queenstown. In an interview with the representative of the Associated Press, he says that the steamer has fallen into a most dangerous position and that there is little hope of saving her.

She lies on a rock in such a position that she is in danger of sliding off into deep water. She has eleven fathoms under her stern, and this gives an idea of the character of the coast. She is on a rocky ledge, the water being deep on the rocks and shallow on the beach.

Among the passengers on the City of Chicago were three members of the Irish-American Commission, who are to attempt to settle the differences between the two factions of the Irish Parliamentary party.

QUEENSTOWN, July 2.—Noon.—Further news from the scene of the wreck show that the steamer has fallen into a most dangerous position and that there is little hope of saving her.

The agent here of Lloyd's thinks that the steamer is pivoted on the rock just below the tunnel. He says there is nine fathoms of water from the tunnel aft.

Quite a swell is on and the ship is working. This is bad, for her moving on the rock will cause her bottom to be torn out.

The agent thinks that no attempt will be made to float the steamer until powerful pumping gear is sent to her. Her own pumps could not keep her free, and it is the safer plan to let her remain where she is for the present. He says that if the weather continues fine the ship is safe.

The wind is from the south. The weather is foggy and the sea is moderate.

KINSALE, July 2.—Noon.—Lloyd's sub-agent here has been aboard the City of Chicago. He found Capt. Redford in charge. The steamer is firmly fixed on the rocks and her two forward compartments are full of water.

At the Inman line steamship office this morning the following cablegram was received from the company's agents at Queenstown:

"City of Chicago still fast. Think we can get her off at high water about noon."

Nothing further has been received. Manager Kirk, of the Inman line, is hopeful with the aid of tugs the big ocean steamer will float the City of Chicago. In case she does the damage and loss will probably be slight, although that cannot be told until the vessel is examined at her dock.

At the company's offices in Bowling Green this morning there were many inquiries about the safety of the passengers, and it was hard to convince some of the friends of those on board that all were safe at Queenstown.

The wreck of the Taylor and the danger in which the Trave was placed just preceding the accident to the Chicago, has worked landsmen into a state of frenzy about their friends crossing the ocean that is hard to picture.

The relatives of steamer passengers were especially difficult to convince that all on board the Chicago were safe ashore and had lost not quite a day in reaching Queenstown.

The members of the Maritime Exchange here just as much excited as the friends of passengers, and eagerly watched the bulletin board.

The similar incident to the German steamer ship Idor, on the Isle of Wight, last fall, was recalled, and the discussion of it led to the belief by many that it will take more time of work with the aid of high water to float the Chicago.

In that case it may be necessary, as was done with the Idor, to remove the cargo, a task the steamer could not undertake, but to shippers means great expense, loss of time and damage to the freight. The floating of the Idor and repairing of the damage to her cost nearly as much as she was worth. The German government wrecking tools were brought into use, and when the vessel was safely floated the event was considered of such great importance by Kaiser Wilhelm that he sent a telegram of personal congratulations to the owners.

It is hoped by shipping people that the City of Chicago is not so firmly fastened to the rocks off Kinsale as the Idor was to the Isle of Wight, but the similarity of the two accidents, both of which occurred in a dense fog when the vessels were going at a high rate of speed, has given the greatest cause for alarm.

THE SHIP AND HER PASSENGERS.
The City of Chicago sailed from New York June 22 for Liverpool, with 102 cabin and 100 steerage passengers, and a cargo of general merchandise.

Among the cabin passengers were Col. C. M. Wilson, the Rev. H. G. Cameron, the Rev. Charles M. Griffin, Dr. C. E. Dowd, Mrs. Dowd, Miss M. A. Dowd, the Rev. John E. Lally, Major E. A. Montpelier, Mr. Frank McNeill, the Rev. T. P. Prudden, the Rev. Theodore S.

Runney, Mrs. Runney and Miss M. F. Runney, H. L. Sheldon, Mrs. T. H. Marsh and Miss H. C. Marsh, B. H. Richardson, R. H. Hyatt, Kerr Bell, Thomas Dwyer and M. H. Davis.

The stranded ship belongs to the Inman and International Steamship Company and is commanded by Capt. Arthur Redford, who for many years has been in the company's service, and who is looked upon as a careful navigator. He has always been very popular.

The vessel is a fine one, and until the City of New York and the City of Paris were brought out by the company was looked upon as one of the crack vessels coming to this port. The City of Chicago is built on very fine lines, and like all the vessels of the Inman line has a large figure of the Lady of Chicago on her bow. The steamship was built in 1883 by G. Connell & Co., of Glasgow, Scotland.

She is bark rigged, fitted with four masts and two funnels. She measures 400 feet in length, 45 feet beam and 37 feet depth of hold. Her registers 5,202 tons, and is fitted with triple expansion engines of 5,000-horse power. Her speed is fifteen knots. Her carrying capacity is 150 first class, 90 second class and 800 steerage passengers.

The City of Chicago's other officers are: Purser, John T. Kavanagh; Surgeon, J. V. Kilgarriff, M. D.; Chief Steward, Allan McLeod. The officers and crew of the vessel numbered fully two hundred and fifty persons.

RESCUING THE KANSAS PASSENGERS.
It is less than a year ago that Capt. Redford, with the City of Chicago, rescued the passengers of the steamship Kansas, which sailed from Liverpool for Boston on Nov. 28, 1901. On Dec. 9 the vessel was caught in a gale which soon developed into a furious hurricane. The storm lasted twenty-four hours.

On Dec. 4, while the passengers were at dinner, report as if of an explosion, sounded through the ship. The vessel trembled from stem to stern. Those at the dinner table rushed terror-stricken to the deck. Capt. Fenton, of the Kansas, told them that the propeller shaft had snapped close to the propeller. The only hope for those on board lay in two sails, of which there were but few on the vessel.

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The head of the steamer was turned for Liverpool and a sharp lookout kept for sight of a passing vessel. At noon the steamship St. Fillians, from Cardiff for this port, was made out. When three miles to the eastward of the Kansas she was signalled for assistance. The appeal was not answered for a full quarter of an hour. Then a roll of hunting was seen rising slowly to the St. Fillians' mainmast head. When the breeze caught the pennants and spread them out the officers of the Kansas were astonished at reading the signal that no help could be given, as there was no room on board.

Gleaned from the Kansas, and the necessity of putting all hands on short rations was discussed by the officers. Twenty-four hours later the City of Chicago came in sight, and although she carried a large number of passengers, Capt. Redford offered to take the people of the Kansas aboard. The two vessels sailed about half a mile apart. The sea was running very high and the transfer was very dangerous. The lifeboats of the Kansas were lowered until they were flush with the deck, the women and children were put in and then lowered to the water, where they were joined by the other passengers.

When they were leaving the thirty-seven people rescued by Capt. Redford drew up and signed a petition which they presented to him, thanking him and his officers for their bravery and kindness.

THE INMAN LINE'S LIL-LOCK.
On March 1, 1887, the City of Chicago, while approaching this port in a thick fog, struck her nose into the sand at West Hampton, L. I., she floated in a few hours and came to her Jersey City pier undamaged.

The Inman line has not been very fortunate lately. Only two years ago the big twin-screw City of Paris broke down off the Irish coast, and was laid up for nearly a year for repairs. It cost as much to put a new starboard engine into the City of Paris and make the other necessary repairs as it would to build an ordinary steel steamship.

The old head of Kinsale, where the City of Chicago met disaster, juts out five miles from Roche's Point and about ten miles seaward from Queenstown. It is considered the most treacherous point along the Irish coast. It takes its name from Kinsale, a seaport town of Ireland, thirteen miles by rail southwest of Cork. It is situated on the estuary of the Brandon River. Kinsale has a population of 8,000, chiefly fishermen.

Old Kinsale Head is a huge, bold head of land jutting out into the ocean, and is entirely unprotected. At all times, even in the fairest weather, huge waves rush on the rocks mountain high. Small vessels can never live there in bad weather, and even a large steamship like the City of Chicago has small chance of being saved.

Unprecedented.
[From Puck.]
"So you wrote her a poem?"
"Yes," replied the young man sadly.
"What did she say?"
"She said she admired my letter, but she didn't understand my method of using capital letters."

Bible Truth.
[From the Boston Post.]
He—You believe everything in the Bible—everything?
She—Yes, certainly, Tom. How could you ask such a question?
He—If it's in the Bible it's so, then, isn't it?
She—Why, of course, you naughty heathen. Why do you ask?
He—Because one statement in yours makes you about ten years older than you say you are.

AFTER an announce-
ment is written on a
World Postal Card
the card is mailed. The
World does the rest.

Try one and be con-
vinced.

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IT DOES N'T SEEM TO GO OFF
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